

ON

Hawkins' Omnibus Line
LEAVES MIDDLE
Every morning leaves every morning (Sunday except)
at 7 o'clock and arrives at Louisville at 9 o'clock.
Every afternoon leaves at 4 o'clock, and arrives at Middle-
town at 6 o'clock.
Passengers will be called for who leave their horses at
Middletown, and will be taken care of by the omnibus.
Kirk's stable, on Fifth street, near Main.
Passengers will be called for at Louisville at 10 o'clock; to
at 11 o'clock; to Middletown 3 cents.
Fares, charges, and tips, as usual. We are sure that
participation, and the public may be assured that
we will be permanent.
R. & W. T. HAWKINS.
We will also take charge of and deliver small
cattle, horses, and any where along the line, at
moderate terms.
Sole dist
BIRMINGHAM CITY,
Baltimore, Philadelphia,

NEW YORK, & C.
 extend direct through Lino for the East.
BALTIMORE & OHIO

RAILROAD!

THIS GREAT WORK OF INTERNATIONAL improvement (39 miles from Wheeling to Baltimore, and to Washington) was opened to the public on the 1st of January, 1872, and has since been approved, both as a freight and passenger line. This road is located in a romantic country, is fully constructed, fully equipped, and carefully maintained, and is thus rendered an attractive route for fine fire travelers. The late completion of the line from Ohio to Baltimore, and the extension to Wheeling, adds greatly to the value of the road, offering, as it does, the most thorough Railroad route from the West to the East.

THE ONLY THROUGH TICKETS BETWEEN BALTIMORE AND WASHINGTON VIA WHEELING are sold by this road, which runs direct to the city of Washington, and is the only route for the Baltimore and Ohio Railroad.

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WILLIAM Edmund the passenger takes the
 the prior cars of the B. and O. Railroad, which leave
 of P. M., and 11:40 P. M., for Baltimore, Wash-
 ington, and other points, and in connection with the
 in 15 or 16 hours, including stoppages. For a full
 of the route, and for a full description of the
 of this road, this road is second to none in the Union.
 The B. and O. Railroad is the largest and the
 in the United States, the company is prepared to
 of the cars in the trans-shipment of freight,
 and the cars are loaded with the most care,
 as these of any other first class line. The road
 is the largest and the most complete in the
 of Baltimore with the Railroad to Philadelphia
 and the other points, and the company is pre-
 pared to receive and ship the goods of the
 of the company's lines, by rail and sea, to New
 York, London, and other points, to Norfolk, Charleston,
 Savannah, &c.

For particulars see freight tariff, copies of which may
 be had of any of the following agents:

JOHN B. DUNE,
 Master of Transportation, Baltimore.

WINTER ARRANGEMENT.

Commencing January 7, 1856.

Little Miami Railroad,
VIA COLUMBUS.
EXCLUSIVELY AN EASTERN ROUTE.
Swiftest, Shortest, and Most Direct.
LIGHTNING EXPRESS
through to Columbus, Crestline, and Cleveland,
without change of cars. By any other route passen-
gers would have to change cars at least twice. This
is the only route with three daily trains to Cleveland,
Crestline, and Columbus. It is the shortest, swiftest and whit-
est route to Columbus with reliable connections to Pittsburgh.
The only route to Wheeling and Strasburgville.
The Little Miami, via Columbus being the shortest,
swiftest and whitest route to Cleveland, Columbus, Crestline,
and Pittsburgh is so acclaimed that it is made with care. Con-
gre-
ssionals are certain passengers are not subjected to delay.
They have full time for meals, which is a great comfort
for all. The Little Miami, via Columbus, is the only route
to Milford, 17 miles east of Cincinnati, connects at
Cincinnati with the Pennsylvania, Erie and Ohio for all
other places. The Little Miami, via Columbus, is the only

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H. A. HAMILTON, Ticket Agent; or of the Old Office,
 100 Broadway, New York, and Benj. J. HARRIS,
 109 Adams, or at the Eastern (Little Miami) Depot,
 Cincinnati.
 Tickets from St. L. to N. Y., until 10 p. m.,
 T. W. STRADIN, General Agent.
 For passengers call at the principal Hotels, for each
 every train. By leaving directions at either the
 depot or the Hotel, the passenger can be met
 without fail.
 H. B. REGGLES, Conductor,
 W. W. ALBANY & SALEM RAILROAD.
 CHARGE OF RUNNING TIME.
 ON AND AFTER WEDNESDAY
 next, 11th instant, Trains will run on the New
 Albany & Salem Railroad as follows:—
 Express Trains will leave New Albany, (Sun-
 day excepted), at 7:30 a. m., and at 12:30 p. m.,
 and arrive at Michigan City at 4:15 a. m., and
 at 10:30 a. m., making close connections with
 the Chicago & North Western Railroad.

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with Trains of Michigan Central Railroad for De-
Buda, Niagara Falls, and all Eastern cities.
Stop for all local recreational points East and West
and as the office of the Louisville and Portland
Transfer Company is located at the corner of
Proprietors by leaving their names there will be called
at any part of the city without extra charge.

JOHN B. ANDERSON, Superintendent,
L. & P. Transfer Co., Agents.

SPECIAL NOTICE.

Drville, New Albany, Lafayette, and Chicago

DAILY EXPRESS.

AMERICAN

EXPRESS COMPANY,

CAPITAL PAID IN, \$750,000.

Proprietors:

THE ONLY EXPRESS LINE
 Running through to Chicago by passenger trains.
 Taken as fast as any reasonable Express
 Twenty-four hours in advance of other Express
 American Express Company will dispatch Special
 Expresses by rail to Chicago, St. Louis, Kansas
 City, New Albany, Chicago, and intermediate
 points, and by water to St. Paul, Minneapolis, St. Paul,
 and other points on the Mississippi River, at low
 rates, and in packages, and freight.
 Expresses are given to the Collectors of Bull
 and other districts, by their own agents.
 Expresses are sent to all the eastern and western
 cities, and to all the principal points of the country.
 Our facilities are unequalled by any other line.
 We guarantee that all business intrusted to us
 will be promptly and carefully executed, and that
 our rates will be as low as those of any other
 line. We are called for in every part of the city.
FRANK TRACY, Agent, of Chicago.